



## **MMA Program Status**

09 September 2003









### **Purpose of MMA Program**

To recapitalize the capabilities currently provided by the P-3 aircraft systems



The P-3 aircraft provides the USN with strategic blue water and littoral Undersea Warfare (USW) capabilities, and performs armed intelligence, surveillance and reconnaissance functions.





#### **Concept Exploration**

#### April 2000-January 2002

Milestone 0 Approved by Defense Acquisition Board 22 MAR 00

#### Analysis of Alternatives (AoA):

- Manned aircraft identified as an element of the MMA system
- Unmanned aircraft have a role as an adjunct capability

Industry Concept Studies – June 2000 to January 2001 - supported the AoA:

- Lockheed Martin studied a remanufactured P-3 concept
- Raytheon studied a remanufactured P-3 concept
- Boeing studied a 737 derivative concept
- Northrop Grumman studied the Global Hawk Adjunct Unmanned Aerial Vehicle (UAV)





# **Analysis of Alternatives Summary of Findings**

- Manned aircraft are key element of Navy Broad Area Maritime and Littoral Armed Intelligence Surveillance and Reconnaissance missions
- UAVs have a role as an adjunct system to the manned aircraft

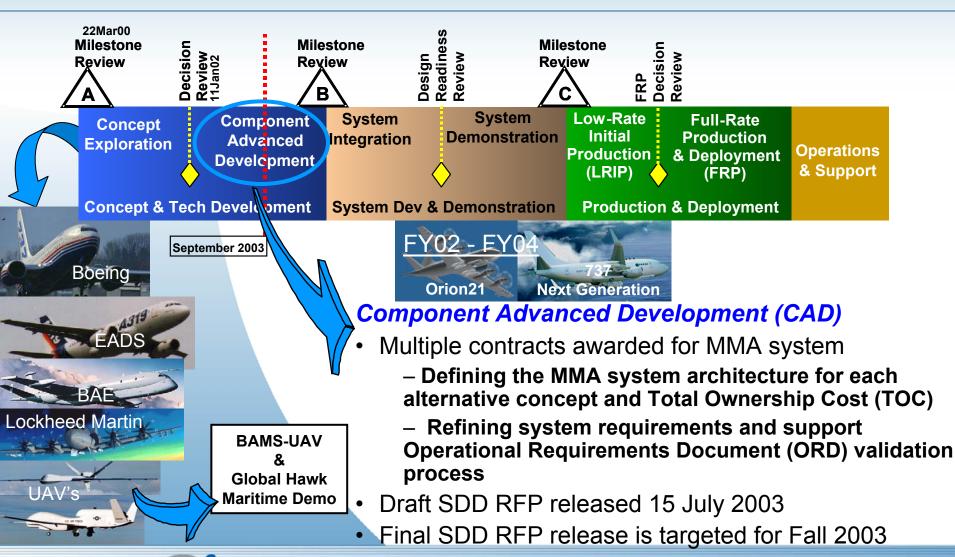
Manned Aircraft with Adjunct UAV





## **Program Snapshot**

ORD released for final Flag review, JROC validation





#### **Component Advanced Development**

- Contracts awarded on 10 September 2002
- Successful offerors:

Company

Boeing

**Lockheed Martin** 

**System** 

737 Next Generation

Orion 21





- Phase I: September 2002 to February 2003 (5 mos)
- Phase II: February 2003 thru 30 April 2004 (14 mos)





### **Mission Systems**

#### Will feature an open system architecture

- Evolutionary mission system capability
  - Initial production blocks must provide an overall mission system capability no less effective than the P-3C Update III Anti-Surface Warfare Improvement Program (AIP) baseline
  - Open system architecture should ensure Command, Control,
     Communications, Computers, and Intelligence (C4I) interoperability
     and supportability throughout the MMA life cycle

Spiral Acquisition Process facilitated through Open Systems
Architecture





#### **Logistic Support**

# Maximize MMA Fleet Squadron support and achieve maximum aircraft availability at the lowest Operational and Support (O&S) costs.

- Innovative logistic solutions
  - Commercial support concepts to be evaluated during CAD
  - Establish Partnering / Teaming arrangements
- Achieve Fleet transformational training objectives
  - Training and readiness certification on trainers versus aircraft
- Minimization of O&S costs in relation to the MMA Total Ownership Cost (TOC) through:
  - Logistics footprint and Organic manpower reductions,
  - Competitive base for depot level maintenance and component repair, &
  - Increased component reliability.





# MMA Schedule (Public Release)

Activity Name	FY 2000 FY 2001 FY 2002 FY 2003 FY 2004 FY 2005 FY 2006 FY 2007 FY 2008 FY 2009 FY 2010 FY 2011 FY 2012 FY 2013									
	1 2 3 4	1 2 3 4 1	2 3 4 1 2	3 4 1 2 3 4 1 2 3 4	1 2 3 4 1 2 3 4	1 2 3 4 1 2	3 4 1 2	3 4 1 2	3 4 1 2	3 4 1 2 3
MMA									T	argetted
	MS-0 CAD DR		DR	MS-B	DRR	MS-C				IOC
Decision Reviews and Milestones				Δ		Δ				
			CAD	SDD		LRIP1	LRIP2	LRIP3	LRIP4	
Contract Awards				0		0	0	0	0	
Concept Exploration		CE	7							
Component Advanced Development			CAD							
Industry Phase I			Δ=7							
Industry Phase II			Δ	$\overline{}$						
System Development and Demonstration				<u>/</u> SDD Pha	se	o				
System Integration				⊘Sys Integi	ration					
System Demonstration				Sys Demonstration						
Test & Evaluation										
OA						OA				
Static Test-commence						♦				
1st Flight						$\Diamond$				
OA							OA			
Combined DT/OT							Combine	d DT/OT		
IOT&E									IOT&E	
Live Fire Test and Evaluation (LFT&E)					Live Fire Test a	nd Evaluation (LFT	&E)			
Production and Deployment						<b>№</b> P8	D Phase			

